606. Rule 380 of the Mysore Motor Vehicles and Road Traffic Rules was amended omitting the word "Royal" from the words "Royal Mail" used in respect of stage carriages carrying mails.

607. Rule 132 (b) of the Mysore Motor Vehicles and Road Traffic Rules was amended revising the age limit of public service and goods vehicles.

608. Petrol Rationing was abolished in the State from 1st September 1950.

609. With the extension of the Indian Motor Vehicles Act, 1939 to Mysore with effect from 1st April 1951 under the Part-B States Laws Act, 1951, it was considered necessary to make separate provision for the levy of taxes on motor vehicles and tolls in Mysore. It was also felt that the rates of tax on goods vehicles, stage carriages and taxi cabs were low when compared to the rates obtaining in Madras and that there was need to enhance them slightly. Accordingly the Mysore Motor Vehicles Taxation and Tolls Bill based on Chapter VIII of the Mysore Motor Vehicles and Road Traffic Act, 1944, and the relevant schedules with slight enhancement in the rates of taxes was introduced in the Legislative Assembly in March 1951 and was passed into law with effect from 1st April 1951.

610. Consequent on the amalgamation of the Bangalore Rural and Urban Districts, only one District Traffic Advisory Committee was reconstituted for Bangalore District in place of the two. General.

611. Bus permits were continued to be issued liberally on interior roads and the number of permits sanctioned during the year was 222.

(iv) The Road Transport Department.

612. The total mileage performed daily by all the vehicles including diesel buses was 13,388. The average quantity of petrol consumed daily was 1,037 gallons and the distance covered by petrol buses was 11,282 miles per day on an average. The performance of petrol buses was 10·88 miles per gallon.

613. The capital invested up to the end of March 1951 was Rs. 25,68,600, the additions made during the year being Rs. 3,91,400. The gross earnings realised for the year

P.W.D., AND ELECTRICITY

were Rs. 32,85,177 yielding an average of 131·3 pies per vehicle mile against Rs. 22,52,702 yielding an average of 130·5 pies per vehicle mile in the previous year. The total expenditure incurred inclusive of road cess, service tax, etc., was Rs. 32,57,610 (Rs. 19,86,953). The net revenue realised after charging off depreciation, vehicle tax, road cess, etc., was Rs. 27,567 (Rs. 2,65,749).

614. Traffic earnings improved after joint responsibility for non-issue of tickets and in case of issue of tickets, for proper scheduled rates were fixed on both drivers and conductors.

615. As the number of private services has increased, competition with Government services has also increased resulting in the heavy fall of traffic earnings.

616. To avoid inconvenience to the public as also to facilitate intensive checking, the question of opening Depots and Offices at important centres and posting certain executive and workshop staff with relief buses, jeeps and motor cycles at these places was under consideration.

(iv) Electrical Department.

617. The demand, collection and balance of the Department during the year were Rs. 1,65,78,042 (exclusive of the opening balance of the previous year), Rs. 1,60,94,063 and Rs. 16,82,400 respectively as against Rs. 1,08,36,701, Rs. 1,06,51,705 and Rs. 11,98,421 for nine months during the previous year. The large increase is partially due to the previous year's account having been closed for nine months due to advancement of the commencement of the year and remarkable expansion of power supply during the year.

618. The net receipts exclusively for power supply after adjusting all working expenses incurred on establishment and materials, contributions to the several funds like provident fund and depreciation amounted to Rs. 74,17,107.

619. The net return on the capital expenditure incurred on Mahatma Gandhi Hydro-Electric Works, Mekedatu Surveys and Trolley Bus Scheme works out to 6·8 per cent as against 7·9 per cent in the previous year. The decrease is due to some of the revenue fetching works being in progress and not completed within the course of the year and